

Proposed JD Sports Campus Hub,
Pilsworth Road, Pilsworth

JD SPORTS FASHION PLC

Transport Assessment

May 2022





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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons have been instructed by JD Sports Fashion PLC to produce a Transport Assessment to assist the Local Planning Authority's determination of a planning application for the provision of the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury.
- 1.1.2 This report provides information on the traffic and transport planning aspects of the development proposals.
- 1.1.3 Following this introduction, Section 2 provides a description of the existing site. Section 3 provides details of the development proposals.
- 1.1.4 Section 4 considers relevant planning policy, whilst Section 5 provides an assessment of the existing accessibility of the site by non-car travel, before Section 6 discusses the Travel Plan Framework.
- 1.1.5 The traffic impact of the proposed development on the local highway network is considered at Section 7, whilst Section 8 draws together the conclusions to this report.
- 1.1.6 The scope of this Transport Assessment has been discussed with the highways officers at Bury Council and Transport for Greater Manchester (TfGM).



2 EXISTING CONDITIONS

2.1 Existing Site Information

- 2.1.1 The location of the development site in relation to local area is shown in **Plan 1**.
- 2.1.2 The development site is located to the south-east of Bury town centre and south-west of Heywood. It is bound to the north by Pilsworth Road and to the east by Hollins Brook Way and the existing JD Sports office development. To the south the site is bound by open space which forms part of the Hollins Vale Nature Reserve, whilst residential development bounds the site to the west.
- 2.1.3 The site has historically been used by A-Plant company until 2018, however, the buildings on the site were demolished in 2019 to allow potential future redevelopment.
- 2.1.4 Vehicular access into the site is currently provided for via Hollins Brook Way, which is an unadopted road, with a carriageway width of circa 6.9 metres and a 1.9 metre footway located on the eastern side of the carriageway. To the south it provides vehicular access to the existing JD Sports Campus, whilst to the north it provides the minor arm of the Pilsworth Road/Hollins Brook Way priority controlled junction.
- 2.1.5 Pilsworth Road which bounds the site to the north has a carriageway width of around 7.3 metres and footways with widths of at least 2 metres are located on either side of the carriageway in the vicinity of the application site. It is subject to a 30 mph speed limit and is lit.
- 2.1.6 To the north-east it provides an arm of the Pilsworth Road/Roach Bank Road/Park 66 roundabout before continuing to provide access to M66 Junction 3. Whilst to the south it changes to Croft Lane before providing an arm of the Croft Lane/Hollins Lane/Hollins Brow mini-roundabout junction.



2.1.7 To the east Hollins Lane provides access to Unsworth before continuing to provide access to Whitefield and the A56 Manchester Road. To the south Hollins Brow provides an arm of the A56 Manchester Road/Hollins Brow signal controlled junction.

2.1.8 The A56 Manchester Road is a strategic road connecting Bury to Manchester City Centre via the A56 Bury New Road. It forms part of Bury's Ring Road and connects to the M60 at J17.

2.2 Baseline Transport Data

2.2.1 As previously stated, the site is currently undeveloped and therefore does not generate any meaningful levels of traffic during the traditional peak periods.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

- 3.1.1 This document has been produced in support of a planning application for the following;

Hybrid application: Full application for Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, and continued use of an existing car park exit to Aviation Road. Outline application for Zone 2 development of Commercial building No.2 (office hub Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Means of access, Layout and Scale included for determination).

Proposed Full Application – Children’s Crèche

- 3.1.2 The Full Planning Application on the site is for the provision of Children’s Crèche with a capacity for up to 120 children. The Crèche will be operated by JD Sports and will be used by staff employed on the existing JD Campus.

Proposed Outline Application – Hub Building

- 3.1.3 The Outline Planning Application seeks planning consent for 7,000 sqm of office space and amenity space (use Class E).
- 3.1.4 The internal arrangement for the hub building is intended to provide a range of amenity uses at ground and first floor for existing employees on the wider campus, meeting spaces for external visitors and employees, and high quality office space at the upper floors.

3.1.5 The proposed office floorspace in the Hub Building will have gross floor area of 3,000sqm with the remaining 4,000sqm being used for the Amenity provision. It should be noted that elements of the of the office space will also be shared with the existing JD Campus i.e. meeting rooms and breakout areas.

3.1.6 The proposed site wide masterplan is shown in **Plan 2**.

3.2 Vehicular Access

Vehicular Access to Application Site

3.2.1 It is proposed that primary vehicular access into the application site will be provided for via a new priority controlled junction off Pilsworth Road. This proposed vehicular access incorporates a 7.5 metre carriageway, 10 metre corner radii, 2 metre footways and visibility splays of 2.4 metres by 43 metres.

3.2.2 The vehicular access junction will incorporate a formal right-turn lane on Pilsworth Road. This has necessitated the slight widening of Pilsworth Road into the site frontage but does not require the acquisition of third party land to implement, as all additional land is within the existing limits of adopted highway or land controlled by the applicant. The running lanes on Pilsworth Road will be 3.5 metres wide with a 3 metre wide right turning lane. The proposed access will ensure safe and efficient access into the site and retain throughflow traffic movements along Pilsworth Road.

3.2.3 The proposed vehicular access arrangement is displayed in **Plan 3**.



- 3.2.4 The layout of the development site has been designed so that the proposed new access will serve as the primary access. It will provide access to the car parking and drop-off/pick-up provision for the Crèche, as well as the main car parking area for the Hub site. Only visitor parking for the Hub will be accessed off Hollins Brook Way, which would also continue as the primary point of access for established elements of the JD office campus.
- 3.2.5 It is noted that a proportion of Crèche trips i.e. drop-off/pick-up trips will use the proposed access and internal layout to access the wider site. However, most trips using the proposed access will be Crèche/Hub trips and therefore the primary function of the new access is to provide vehicular access into the application site.

Vehicular Access to Existing JD Campus

- 3.2.6 As agreed in principle with the highways officers at Bury Council, it is proposed that the priority-controlled junction at Hollins Brook Way will be retained as the primary ingress/egress for the established JD offices, with improvements made to create two exit lanes, with egress during the PM peak period only also being available via the gated access off Aviation Road.
- 3.2.7 The continued use of Hollins Brook Way and Aviation Road would provide two points of egress onto Pilsworth Road during the weekday pm peak. Continued use of Aviation Road is integral to the efficient and safe operation of not just the JD site, but also Pilsworth Road. The use of Aviation Road operated through a time-limited planning consent, now lapsed, so it would need to be renewed, recognising that the Pilsworth Road/Aviation Road junction was improved by JD Sports as part of the previous planning permission and that this junction has been operating safely.



- 3.2.8 The retention of the Hollins Brook Way (with improvements) and Aviation Way priority arrangements would provide the most efficient and effective strategy for traffic exiting the JD site, whilst also minimising the impact on the operation of Pilsworth Road.
- 3.2.9 While proposed development will result in only minimal increases in traffic at the Pilsworth Road/Hollins Brook Way junction, the redevelopment scheme provides an opportunity to improve vehicular access arrangements to the existing JD site and the Pilsworth Road Industrial Estate located to the north, at the Pilsworth Way/Pilsworth Road junction.
- 3.2.10 Following the pre-application discussions with Bury Council, a proposed improvement scheme at the Pilsworth Road/Hollins Brook Way junction has been created to provide the following;
- A right-turn lane on Pilsworth Road (using land within the Adopted Highway and JD Sports ownership).
 - Carriageway widening on the Hollins Brook Way arm of the junction to provide a two lane exit i.e. left turn lane and right-turn lane.
 - Pedestrian improvements i.e. pedestrian refuge on Hollins Brook Way with associated dropped kerbs and tactile paving.
 - A right-turn lane on Pilsworth Road into Pilsworth Way, improving access arrangements for the Pilsworth Road Industrial Estate.
- 3.2.11 The proposed improvement scheme at Pilsworth Road/Hollins Brook Way junction is shown on **Plan 3**.

- 3.2.12 It is therefore concluded that the proposed new priority controlled access into the site off Pilsworth Road will be the primary vehicular access into the new development zone, and that this junction will provide safe and efficient access into the site.
- 3.2.13 The retention of the Hollins Brook Way (with improvements) and Aviation Way priority arrangements would provide the most efficient and effective strategy for traffic exiting the site, whilst also minimising the impact on the operation of Pilsworth Road, which would retain its existing free-flow arrangements.

3.3 Pedestrian and Cycle Access

- 3.3.1 It is proposed that access for pedestrians and cyclists will be provided for via the proposed site vehicular access off Pilsworth Road in the form of 2 metre footways located on either side of the carriageway.
- 3.3.2 The proposed footway provision will link with the existing provision located on either side of the Pilsworth Road, as well as the proposed pedestrian infrastructure located within the application site and the existing JD Campus.
- 3.3.3 As detailed previously it is proposed to provide pedestrian improvements at the Pilsworth Road/Hollins Brook Way junction in the form of a pedestrian refuge with associated dropped kerbs and tactile paving.

3.4 Car Parking

- 3.4.1 In relation to car parking, the Bury Council, Development Control Policy Guidance Note 11 adopted in 2007, includes the following maximum car parking standards for 'Non-Residential Institutions (D1): Crèche, day nursery or day centre;
- 1 space per 1 per full time equivalent staff.

3.4.2 As part of the development proposals it is proposed that the following parking provision will be provided for the Crèche;

- 26 spaces for staff based on 26 full time equivalent staff members;
- Customer / parent provision (approx. 1 per 2 children) = 61 spaces
 - 19 Parent and child parking spaces;
 - 5 Parent and child EV charging spaces;
 - 12 EV Charging spaces;
 - 19 standard spaces;
 - 5 mobility impaired spaces.
- Total provision for Crèche = 87 spaces.

3.4.3 It is acknowledged that the proposed car parking for the Crèche is higher than the maximum parking standards. However, given the crèche will be used by employees on the JD Campus, a high proportion of parents/carers will use the crèche parking and walk to the main campus to commence work. Therefore, increased parking provision is required on the site to accommodate the demand for this parking generated by this use.

3.4.4 It is concluded that proposed car parking will be sufficient to accommodate the likely demand generated by the development proposals and ensure that car parking does not occur on the wider highway network.



3.5 Servicing

- 3.5.1 In order to advise the local highway authority, a swept path analysis has been undertaken of a 11.85 metre refuse vehicle which is the standard vehicle used by Bury Council.
- 3.5.2 The analysis is displayed on **Plan 4**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.



4 TRANSPORT PLANNING POLICY

4.1 Introduction

- 4.1.1 The national policy presented in this document focuses on the National Planning Policy Framework (NPPF) (2021), which sets out the Government's planning policies for achieving sustainable development.
- 4.1.2 Local transport planning policy for the Pilsworth area is taken from the Greater Manchester Transport Strategy and the Bury Unitary Development Plan.
- 4.1.3 This section will briefly outline the pertinent policies relating to the proposed development although the majority of the planning policy consideration is contained within the Planning Statement that accompanies the planning application.

4.2 National Policy

- 4.2.1 The Department for Communities and Local Government (now the Department for Levelling Up, Housing and Communities) updated its National Planning Policy Framework (NPPF) in July 2021. The NPPF replaces previous Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPS) with a single document.
- 4.2.2 The updated version of the NPPF continues to provide guidance on the same key themes for Local Authorities when preparing Development Plans and associated Policies, with a presumption in favour of approval unless the proposals entail impacts that outweigh the benefits of the development.



- 4.2.3 The 2021 revised NPPF provides more guidance on how Local Authorities should form Development Plans, policies and the decision-making process compared to the original NPPF published in 2012. Greater emphasis is placed on early consultation and the addressing of location, provision and design issues during the planning stages in order to ensure high-quality sustainable developments are brought forward, rather than applying numerous planning conditions to planning decisions.
- 4.2.4 The same principles are also emphasised in order to ensure new developments are brought forward with minimal delay through the planning process.
- 4.2.5 Local authorities are expected to grant permission, where the proposals accord with an up-to-date development plan or where the Local Plan is absent, silent, indeterminate or where relevant policies are out of date, unless the adverse effects of granting planning permission significantly and demonstrably outweigh the benefits of the scheme.
- 4.2.6 At the heart of NPPF is 'a presumption in favour of sustainable development' (Paragraph 11).
- 4.2.7 With regard to sustainable transport the NPPF states in paragraph 105 that:
- 'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.'*

- 4.2.8 The NPPF goes on to consider parking provision, stating in paragraph 108 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.'
- 4.2.9 In determining planning proposals, paragraph 110 of the NPPF states:
- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree or development.
- 4.2.10 Whilst paragraph 111 advises that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'



- 4.2.11 Developments are required to provide and promote pedestrian and cyclist movements as a priority, facilitate access to public transport services and maximise the catchment areas for bus and other public transport services.
- 4.2.12 It is demonstrated in the subsequent sections of this TA that the site is located close to good pedestrian links and public transport networks and is therefore ideally situated to encourage trips by sustainable modes of travel.
- 4.2.13 Furthermore, the report also demonstrates that the proposals will not have a material impact on the adjoining highway network.
- 4.2.14 It is therefore clear from the NPPF that development:
- Should be assessed with a presumption in favour of approval.
 - Should be capable of being accessed satisfactorily with safe and suitable access provided for all.
 - Should be sustainable, with preference given to accessibility by sustainable modes of transport.
 - Should only be refused on highways grounds if there is an unacceptable impact on safety, or the cumulative impacts on the road network are severe.
- 4.2.15 Therefore, developments should be located and designed where practical to;
- give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.2.16 The location of the proposed development close to a number of local amenities (as described in Section 5 of this TA), in accordance with the guidance contained within paragraph 20, which states that:

'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- *housing (including affordable housing), employment, retail, leisure and other commercial development;*
- *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *community facilities (such as health, education and cultural infrastructure); and*

- *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation’.*

4.2.17 It is therefore concluded that as the development is located a short distance from a residential area, a range of local amenities and is accessible by public transport, it is considered that the proposed development accords with the aims and objectives of the Framework.

4.2.18 Paragraph 113 of the NPPF states:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed’.

4.2.19 In order to satisfy this policy requirement, this TA is accompanied by a Travel Plan Framework which provides commitment to produce a full Travel Plan upon completion of the development.

4.3 Planning Practice Guidance

4.3.1 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

4.3.2 The guidance on Transport Assessments and Statements reiterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a full Transport Assessment.

- 4.3.3 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA.
- 4.3.4 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

4.4 Local Policy

Greater Manchester Transport Strategy 2040

- 4.4.1 The development of the Greater Manchester Transport Strategy 2040 (GMTS) has been led by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA) and the Greater Manchester Local Enterprise Partnership (GMLEP) to support the city regions development plans as set out in the Greater Manchester Spatial Framework.
- 4.4.2 The GMTS follows on from the 2040 Vision for Transport, which was consulted on in 2015, set out the city region's ambitions for a new approach to planning the transport system in support of long-term needs and aspirations. The GMTS builds on the earlier Vision document, highlighting the priority interventions needed to achieve it. The Strategy is, in turn, supported by a 5-year Delivery Plan, which sets out our short-term delivery priorities.



4.4.3 Priority interventions range from transformational investment in HS2 and new, fast east-west rail connections across the North; to establishing Greater Manchester as a modern, pedestrian and cycle friendly city-region. The local road network will be improved to provide greater reliability and safety for all users, including freight and commercial traffic.

4.4.4 It is considered that the proposed development can be delivered in accordance the aims and objectives of the Greater Manchester Transport Strategy.

Bury Unitary Development Plan

4.4.5 The current Bury UDP was adopted by the Council on 29 August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue be used to make planning decisions.

4.4.6 The transport objectives are identified as:

- Objective 1: To promote a balanced transportation strategy;
- Objective 2: To encourage the use of public transport;
- Objective 3: To ensure that the highway network and car parking provision is appropriate to the objectives of a balanced transportation strategy;
- Objective 4: To reduce environmental impact and pollution caused by traffic;
- Objective 5: To ensure that all movement can be made safely and conveniently;
- Objective 6: To reduce road traffic accidents;

- Objective 7: To ensure that the needs of pedestrians, cyclists, the mobility impaired and those with special needs are properly catered for.

4.4.7 On the specific matter of new development, Policy HT2/4 'Car Parking and New Development' states that:

'The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.'

4.4.8 Policy HT4 'New Development' also advises that:

'In considering the location of new or intensified development, the Council will encourage proposals which:

- *support the principles of sustainable development;*
- *assist the implementation of a balanced transportation strategy;*
- *minimise the environmental impact of traffic.*

In particular, new development will be encouraged where use can be made of public transport or spare capacity in the existing highway network, provided that this is also in accordance with other policies of the Plan.'

4.4.9 As discussed in Section 5 the site is accessible by non-car modes, whilst Section 7 demonstrates the proposed development will not have an adverse impact upon capacity.

4.4.10 It is therefore considered that development proposals satisfy the Bury's UDP policy requirements.

4.5 Planning Policy Summary

4.5.1 The proposed development is in accordance with national and local policy for the following reasons:

- The proposed development will minimise the need to travel due to it being located in close proximity to a large areas of residential development. Further details on the accessibility of the proposed development by non-car modes are provided in Section 5 of this Transport Assessment.
- The site is located in close proximity to public transport opportunities and will provide high quality infrastructure which will focus on the needs of pedestrians and cyclists facilitating non-car travel to and from the proposed development.
- The site promotes sustainable transport in accordance with the NPPF as it facilitates sustainable development and contributes to wider sustainability and health objectives.
- Additionally, Section 8 of this Transport Assessment considers the traffic impact of the proposed development on the local highway network to establish the extent of any significant highway impacts and evaluate compliance with the NPPF.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. One of the core principles of the NPPF is to 'ensure opportunities to promote walking, cycling and public transport use are identified and pursued.'

5.1.3 To achieve this objective, paragraph 108 of the NPPF states when making decisions it should be ensured that:

"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up given the type of development and its location."

5.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot.
- accessibility by cycle.
- accessibility by bus.

- accessibility by rail.

5.2 Accessibility on Foot

- 5.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 5.2.2 Existing footways of around 2 metres in width are located along Pilsworth Road, which provide pedestrian linkages to the existing Asda and Park 66 Retail Park to the north and the residential areas of Pilsworth and Hollins to the south.
- 5.2.3 To the north, pedestrian crossing facilities in the form of a pedestrian refuge, dropped kerbs and tactile paving are provided for on the Park 66 Retail Park arm of the Pilsworth Road/Roach Bank Road/Park 66 roundabout. Whilst to the south of the site dropped kerbs are provided on all major junctions along Pilsworth Road/Croft Lane.
- 5.2.4 As part of the proposed development it is proposed to provide pedestrian improvements on the Hollins Brook Way arm of the Pilsworth Road/Hollins Brook Way junction, in the form of a pedestrian refuge, dropped kerbs and tactile paving.
- 5.2.5 The CIHT document 'Planning for Walking' from 2015 states, in paragraph 2.1, that in 2012 that 79% of all journeys made in the UK of less than a mile (1.6 kilometres) are carried out on foot.
- 5.2.6 **Plan 5** shows the pedestrian catchment of 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

5.2.7 The 2 kilometre catchment encompasses the surrounding residential areas of Hollins, and Blackford Bridge as well as areas of Unsworth and Sunnybank, showing that the proposed development is within walking distance of a number of existing residential areas, which will provide the opportunity for staff to travel to the proposed development by foot, therefore reducing the reliance on the private car.

5.2.8 Based on the above the site can therefore be considered as being accessible by foot.

5.3 Accessibility by Cycle

5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

'The Cycling England document 'Integrating Cycling Into Development Proposals' advises that 'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'

5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass large areas of Bury as well as the areas of Radcliffe, Prestwich, Whitefield and Heywood.

5.3.3 The site can therefore be considered as being accessible by cycle.

5.4 Accessibility by Bus

- 5.4.1 The nearest bus stop to the site is located to the north-east of the site on Pilsworth Road, a walking distance of around 200 metres from the centre of the site. Further bus stops are situated on Pilsworth Road/Croft Lane, and all bus stops within 400 metres of the site are shown on **Plan 5**.
- 5.4.2 Safe pedestrian access to these bus stops is provided for via the existing pedestrian footways on Pilsworth Road.
- 5.4.3 A summary of the services available from these bus stops are provided in **Table 5.1** below.

Service No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
92/93	Bury – Unsworth – Whitefield – Manchester Shudehill	Hourly service between 2135 and 0000 hours				Hourly between 2135 and 2335	Hourly between 2035 and 2335
94	North Manchester Hospital – Prestwich – Unsworth – Bury	1	1	1	1	1	0.5

Table 5.1 - Existing Bus Services in Vicinity of the Site

- 5.4.4 As can be seen from Table 5.1, the nearest bus stops to the site provide services to locations such as Bury town centre, Manchester Shudehill, Unsworth, Whitefield, Higher Crumpsall and Prestwich.

- 5.4.5 The 94 bus service operates from around 0605 hours to around 1800 hours making travel by public transport a real alternative to travelling by car for commuting trips.
- 5.4.6 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 5.2** below.

Destination	Duration
Bury	19 minutes
Higher Crumpsall	26 minutes
Prestwich	30 minutes

Table 5.2 - Example Bus Journey Times from the Site

- 5.4.7 The above table demonstrates that Bury town centre is an approximate 19 minute bus journey from the site and Prestwich is a 30-minute bus journey.
- 5.4.8 Therefore, the bus services located within the vicinity of the site provide services to and from Bury and the surrounding areas throughout the day and provide the opportunity for staff to travel to and from work by bus.
- 5.4.9 It is therefore concluded that the proposed development site is accessible by bus.

5.5 Accessibility Summary

- 5.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development site. The following conclusions can be drawn from this section of the Report:



- The site is accessible by foot. The existing infrastructure will provide pedestrian linkages with the surrounding areas of Pilsworth and Hollins.
- The site's location will encourage pedestrian trips for staff between the proposed development and the local residential areas.
- The site is accessible by bus with bus stops located within 400 metres of the site, these services provide access to Bury, Prestwich, Whitefield and North Crumpsall.

5.5.2 In light of the above, the site is accessible and will cater for needs of the development and assist in promoting a choice of travel modes other than the private car.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

- 6.1.1 In order to manage the travel by residents on the new development, the applicant wishes to offer a Travel Plan to encourage travel to the site by non-car modes.

6.2 Travel Planning Guidance

- 6.2.1 The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.
- 6.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.
- 6.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.
- 6.2.4 A draft Travel Plan Framework is contained within **Appendix 1**.

7 TRAFFIC IMPACT ANALYSIS

7.1 Introduction

7.1.1 Having established that the development site is accessible by modes of transport other than the private car and that the proposals will be supported by a robust Travel Plan; the following section considers the traffic impact of the development proposals on the local highway network.

7.2 Assessment Criteria

7.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

7.3 Survey Flows

7.3.1 In order to assess the impact of the proposed development on the local highway network traffic surveys were undertaken at the following junctions on Wednesday 2nd February 2022;

- Pilsworth Road/Hollins Brook Way priority controlled junction;
- Pilsworth Road/Aviation Road priority controlled junction;
- Pilsworth Road/Pilsworth Way priority controlled junction;
- Pilsworth Road/Roach Bank Road/Park 66 roundabout junction;
- Pilsworth Road/M66 Junction 3 signal controlled junction;

- Croft Lane/Hollins Lane/Hollins Brow mini-roundabout junction;
- A56 Manchester Road/Hollins Brow signal controlled junction.

7.3.2 The full traffic survey is contained within **Appendix 2**. The AM and PM peak hours were identified as 0745 to 0845 hours and 1615 to 1715 hours. The AM and PM peak hours are shown within **Figures 1 and 2** in terms of Passenger Car Units (PCU's).

7.4 Growthed Flows

7.4.1 For the purposes of this Transport Assessment, a future year of 2027 has been assumed, as this represents 5 years post submission of the planning application.

7.4.2 To derive the baseline 2027 flows, the 2022 surveyed flows have been growthed to 2027 using National Traffic Model (NTM) factors adjusted by using the Trip End Model Program (TEMPRO) for the Bury 013 Middle Super Output Area.

7.4.3 The resultant growth factors are shown below:

- 2022 to 2027 PM Peak = 1.0323
- 2022 to 2027 AM Peak = 1.0323

7.4.4 The resultant growthed traffic flows are shown in **Figures 3 and 4** for the 2027 Weekday AM and PM peak periods. It is important to note that growth factors have not been applied to the observed JD Sports traffic at the Pilsworth Road/Hollins Brook Way junction as the existing site will not be subject to any future traffic growth.

7.5 Committed Developments

7.5.1 It is our understanding that there are no major committed developments within the vicinity of the site that need to be included within this traffic impact analysis. As such, the growthed flows represent the base traffic flows.

7.6 Trip Distribution

7.6.1 To derive the trip distribution reference has been made Journey to Work data collected as part of the 2011 Census (Dataset WU03EW). Journey to Work data has been analysed for the Bury 013 MSOA where the site is located and routes derived using the Google route planner.

7.6.2 **Table 7.1** below summarises the proposed distribution per route as a percentage.

Route	Trip Distribution %	
	Arrivals	Departures
M66 North	20%	20%
Pilsworth Road	6%	6%
M66 South	40%	40%
Hollins Lane	3%	3%
A56 Manchester Road (South)	13%	13%
A56 Manchester Road (North)	17%	17%

Table 7.1 Proposed Trip Distribution

- 7.6.3 The trip distribution for the Crèche element is displayed in **Figure 5** for the Weekday AM and PM peak periods. Whilst the proposed trip distribution for the Hub element is displayed in **Figure 6** for the Weekday AM and PM peak, this distribution is based on that all vehicles apart from visitors using the proposed new access off Pilsworth Road.

7.7 Proposed Development

- 7.7.1 As previously stated the development proposals are for the provision of the following;

- Children's Crèche to be used by JD Sports employees.
- Hub Building incorporating amenity provision for existing and proposed JD Sports staff and 3,300 sqm of Class E(g) floor space.

Proposed Children's Crèche

- 7.7.2 It is proposed that the Children's Crèche will be used solely by employees of JD Sports, therefore, these journeys will already be travelling to and from the site and will not be new to the local highway network, other than at the proposed new access onto Pilsworth Road.
- 7.7.3 However, to provide a robust assessment of the traffic impact of the proposals, it has been assumed that the vehicular trips associated with Crèche will be new to the local highway network. Information provided by the applicant indicates that a total of 26 staff will be employed within the Crèche.
- 7.7.4 In order to predict the likely levels of traffic that would occur as a result of the proposed Crèche, reference has been made to the TRICS Database in the field of 'Education – Nursery' for all sites located outside of town centre locations, Greater London and Ireland. **Table 7.2** below summarises the total person trips for the proposed Crèche, whilst the full TRICS Output is included in **Appendix 3**.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Person	AM Peak Hour	1.661	0.610	43	16
	PM Peak Hour	0.636	1.212	32	48

Table 7.2 – Crèche Person Trip Rates and Trip Generation (26 Staff)

7.7.5 In order to derive the trip generation by mode, local modal split data for the Bury 013 MSOA has been obtained. **Table 7.3** below summarises the modal split for the proposed Crèche.

Mode	Modal Share	AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
Metro/Tram	1%	0	0	0	0
Train	1%	0	0	0	0
Bus	8%	4	1	1	3
Taxi	1%	1	0	0	0
Motorcycle/Scooter	1%	0	0	0	0
Driving car or van	73%	31	12	12	23
Passenger in car or van	8%	3	1	1	2
Bicycle	1%	1	0	0	0
On foot	6%	3	1	1	2
Other	1%	0	0	0	0
Total	100%	43	16	17	32

Table 7.3 – Crèche Person Modal Split and Trip Generation (26 Staff)

- 7.7.6 As can be seen in Table 7.3 above, the proposed crèche development is forecast to generate a total of 59 two-way trips during the weekday AM peak and 48 two-way trips in the Weekday PM peak.
- 7.7.7 These forecast traffic flows have been assigned to the network using the trip distribution contained within Figure 5. The resultant Crèche development flows are displayed in **Figures 7 and 8** for the Weekday peak periods.

Proposed Hub Building

- 7.7.8 As previously discussed, it is proposed that the Hub building will comprise of a range of amenities that will be shared with the existing JD Campus i.e. gym, restaurant. As well as 3,300sqm of Class E(g) floor space, elements of which will also be shared with the existing JD Campus i.e. meeting rooms and breakout areas.
- 7.7.9 The amenity elements of the Hub will not generate any additional trips on the local highway network as these will already be on the network i.e. travelling to the existing Campus. In fact, the provision of facilities such as the gym and sports pitch may result in reduction in peak hour trips, as staff may change arrival/departure times to utilise the facilities.
- 7.7.10 In order to predict the likely levels of traffic that would occur as a result of the proposed 3,000 sqm of E(g) floor area reference has been made to the TRICS Database in the field of 'Employment – Office' for all sites in the range of 1,000sqm to 5,000sqm located outside of town centre locations, Greater London and Ireland. **Table 7.4** below summarises the total person trips for the proposed Crèche, whilst the full TRICS Output is included in **Appendix 4**.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Person	AM Peak Hour	2.537	0.209	84	7
	PM Peak Hour	0.246	2.184	72	8

Table 7.4 – Hub Building Person Trip Rates and Trip Generation (3,300sqm)

7.7.11 In order to derive the trip generation by mode, local modal split data for the Bury 013 MSOA has been obtained. **Table 7.5** below summarises the modal split for the proposed Hub building.

Mode	Modal Share	AM Peak		PM Peak	
		Arr	Dep	Arr	Dep
Metro/Tram	1%	1	0	0	1
Train	1%	1	0	0	1
Bus	8%	7	1	1	6
Taxi	1%	1	0	0	1
Motorcycle/Scooter	1%	1	0	0	0
Driving car or van	73%	61	5	6	52
Passenger in car or van	8%	6	1	1	5
Bicycle	1%	1	0	0	1
On foot	6%	5	0	1	4
Other	1%	0	0	0	0
Total	100%	84	7	8	72

Table 7.5 – Hub Building Modal Split and Trip Generation (3,300sqm)

- 7.7.12 As can be seen in Table 7.5 above, the proposed Hub building development is forecast to generate a total of 66 two-way trips during the Weekday AM peak and 58 two-way trips in the Weekday PM peak.
- 7.7.13 These forecast traffic flows have been assigned to the network using the trip distribution contained within Figure 6. The resultant Hub Building development flows are displayed in **Figures 9 and 10** for the Weekday peak periods.

7.8 With Development Flows

- 7.8.1 In order to calculate the 2027 'with development' flows, the 2027 Growthed Flows contained within Figures 3 and 4 were added to the development flows contained within Figures 7 to 10. The resultant 2027 'with development' flows are contained within **Figures 11 and 12**.

7.9 Changes in Traffic

- 7.9.1 Having established the levels of traffic that occur as a result of the existing use on the site and the levels of traffic that would occur as a result of the proposed development, the likely changes in traffic that would be experienced on the local highway network can be derived.
- 7.9.2 **Table 7.6**, below, summarises the changes in traffic that are predicted to occur at the junctions on the local highway network during the weekday peak periods as a result of the proposed development.

Peak Period	2027 Base Flows	2027 With Dev Flows	Changes in Traffic	Percentage Change
Pilsworth Road/Hollins Brook Way Priority Controlled Junction				
Weekday AM Peak	1942	2020	+78	4%
Weekday PM Peak	1666	1709	+43	4%
Pilsworth Road/Pilsworth Way Priority Controlled Junction				
Weekday AM Peak	1637	1704	+67	4%
Weekday PM Peak	1604	1661	+57	4%
Pilsworth Road/Aviation Road Priority Controlled Junction				
Weekday AM Peak	1887	1959	+72	4%
Weekday PM Peak	1696	1758	+62	4%
Pilsworth Road/Roach Bank Road/Park 66 Roundabout				
Weekday AM Peak	2574	2646	+72	3%
Weekday PM Peak	2640	2701	+61	2%
M66 Junction 3/Pilsworth Road Signal Controlled Junction				
Weekday AM Peak	2920	2992	+72	2%
Weekday PM Peak	2886	2948	+62	2%
Crofts Lane/Hollins Brow/Hollins Lane Mini-roundabout Junction				
Weekday AM Peak	1843	1879	+36	2%
Weekday PM Peak	1734	1766	+32	2%
A56 Manchester Road/Hollins Brow Signal Controlled Junction				
Weekday AM Peak	2922	2956	+34	1%
Weekday PM Peak	2750	2778	+28	1%

Table 7.6 – Predicted Changes in Traffic Flow Resulting from Proposed Development

7.9.3 As can be seen in Table 7.6, the proposed development is forecast to result in minimal increases in traffic movements on the local highway network. However, based on the pre-application advice provided by TfGM, detailed analysis of the operation of the following junctions has been undertaken as part of this traffic impact analysis;

- Pilsworth Road/Proposed Site Access priority controlled junction;
- Pilsworth Road/Hollins Brook Way priority controlled junction;
- Pilsworth Road/Pilsworth Road priority controlled junction;
- Pilsworth Road/Aviation Road priority controlled junction;
- Pilsworth Road/Roach Bank Road/Park 66 roundabout junction;
- Pilsworth Road/M66 Junction 3 signal controlled junction;
- Croft Lane/Hollins Lane/Hollins Brow mini-roundabout junction;
- A56 Manchester Road/Hollins Brow signal controlled junction.

7.10 Capacity Assessments

Pilsworth Road/Site Access Priority Controlled Junction

7.10.1 To assess the operation of the proposed Pilsworth Road/Site Access priority controlled junction, the JUNCTIONS 9 Computer programme has been utilised using the proposed site layout plan displayed in **Plan 3**.

7.10.2 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 'With Development' Flows. The results of this analysis are summarised below in **Table 7.7** whilst the full output is contained within **Appendix 5**.

Arm	2027 With Development Flows			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
Site Access	0.06	0	0.25	0
Pilsworth Road (e)	0.06	0	0.02	0

**Table 7.7- Summary of JUNCTIONS 9 Results for the Pilsworth Road/Site Access Junction –
2027 With Development Flows**

- 7.10.3 As can be seen in Table 7.7, the proposed Pilsworth Road/Site Access priority controlled junction is forecast to operate within theoretical capacity.
- 7.10.4 Based on the above it is concluded that the proposed site access junction can accommodate the levels of traffic forecast to be generated by the proposed development.

Pilsworth Road/Hollins Brook Way Priority Controlled Junction

- 7.10.5 In order to assess the operation of the Pilsworth Road/Hollins Brook Way priority controlled junction, the Junctions 9 program was utilised.

- 7.10.6 The assessments for the 2027 Base Flows scenarios have been undertaken using the existing junction, whilst the 2027 'With Development' scenarios have been assessed using the proposed improvement scheme displayed in **Plan 3**. The results of these assessments are summarised in **Table 7.8** with the full output contained within **Appendix 6**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Hollins Brook Way	0.08	0	0.88	5	0.02	0	0.14	0
Hollins Brook Way	-	-	-	-	0.09	0	0.61	2
Pilsworth Road (w)	0.28	0	0.01	0	0.21	0	0.01	0

**Table 7.8 - Summary of JUNCTIONS g Results for the Pilsworth Road/Hollins Brook Way
Junction – 2027 Base and With Development Flows**

- 7.10.7 As can be seen in Table 7.8, the junction is forecast to operate within its actual capacity in the base scenarios, with queuing forecast on the Hollins Brook Way. With the implementation of the improvement scheme, the junction is forecast to operate within capacity with reductions in the level of forecast queuing on Hollins Brook Way.
- 7.10.8 It is therefore concluded that the improvement scheme will provide an overall benefit to the operation of the junction.

Pilsworth Road/Pilsworth Way Priority Controlled Junction

- 7.10.9 In order to assess the operation of the Pilsworth Road/Pilsworth Way priority controlled junction, the Junctions 9 program was utilised.
- 7.10.10 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.9** whilst the full output is contained within **Appendix 7**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Pilsworth Way	0.12	0	0.22	0	0.12	0	0.24	0
Pilsworth Road (e)	0.09	0	0.03	0	0.10	0	0.03	0

Table 7.9 - Summary of JUNCTIONS 9 Results for the Pilsworth Road/Pilsworth Way Junction – 2027 Base and With Development Flows

- 7.10.11 As can be seen in Table 7.9, the junction is forecast to operate within its theoretical capacity in both the Base and 'With development' flows with minimal levels of queuing and delay. It should be noted that improvements will be provided at the junction as part of the site access proposals, in the form of a right-turn lane on Pilsworth Road. This improvement will provide highway safety and capacity improvements.

- 7.10.12 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the Pilsworth Road/Pilsworth Way Junction.

Pilsworth Road/Aviation Road Priority Controlled Junction

- 7.10.13 In order to assess the operation of the Pilsworth Road/Aviation Road priority controlled junction, the Junctions 9 program was utilised.
- 7.10.14 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.10** whilst the full output is contained within **Appendix 8**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Aviation Road	0.04	0	0.39	0	0.04	0	0.41	0
Pilsworth Road (e)	0.01	0	0.01	0	0.01	0	0.01	0

Table 7.10 - Summary of JUNCTIONS 9 Results for the Pilsworth Road/Aviation Road Junction – 2027 Base and With Development Flows

- 7.10.15 As can be seen in Table 7.10, the junction is forecast to operate within its theoretical capacity in both the Base and 'With development' flows with minimal levels of queuing and delay.

- 7.10.16 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the Pilsworth Road/Aviation Road Junction.

Pilsworth Road/Roach Bank Road/Park 66 Roundabout Junction

- 7.10.17 In order to assess the operation of the Pilsworth Road/Roach Bank Road/Park 66 roundabout junction, the Junctions 9 program was utilised, with reference has also been made to the agreed model submitted as part of the Park 66 Planning Application (Planning Ref:60998).
- 7.10.18 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.11** whilst the full output is contained within **Appendix 9**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Roach Bank Road	0.18	0	0.35	1	0.18	0	0.36	1
Pilsworth Road (e)	0.63	2	0.51	1	0.66	2	0.51	1
Park 66	0.18	0	0.28	0	0.18	0	0.29	0
Pilsworth Road (w)	0.56	1	0.56	1	0.57	1	0.59	2

Table 7.11 - Summary of JUNCTIONS 9 Results for the Pilsworth Road/Roach Bank Road/Park 66 Junction – 2027 Base and With Development Flows

- 7.10.19 As can be seen in Table 7.11, the junction is forecast to operate within its theoretical capacity in the 2027 Base scenarios. With the addition of the development flows there is forecast to be minimal increases in the queuing and delay
- 7.10.20 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the Pilsworth Road/Roach Bank Road/Park 66 roundabout junction.

Pilsworth Road/M66 Junction 3 Signal Controlled Junction

- 7.10.21 In order to assess the operation of the Pilsworth Road/M66 Junction 3 signal controlled junction, the LINSIG 3 program was utilised, with reference has also been made to the agreed model submitted as part of the Park 66 Planning Application (Planning Ref:60998).
- 7.10.22 It should be noted that the junction operates under MOVA control and therefore, on-street, the signal timings can be modelled on a cycle-by-cycle basis in response to prevailing traffic flow conditions in order to optimise junction performance and minimise queuing and delay. LINSIG utilises a fixed time staging plan, and therefore is generally accepted to under-estimate the performance of junctions operating under vehicle actuation methods of control such as MOVA.
- 7.10.23 In order to incorporate the improved junction performance provided by MOVA within the LINSIG model, a series of factors have been developed by JCT, which can be applied to the standard saturation flows calculated within LINSIG that utilises the formulae presented within TRL Research Paper 67 (RR67). The derivation of these factors is presented in the paper 'We know it's good, but just how good is it?' by Damian Meehan (JCT Consultancy), which was published in Traffic Engineering and Control (TEC) in September 2003.



- 7.10.24 The research conducted examined improvements in saturation flows as a result of MOVA control and concluded that for a large town such as Bury/Pilsworth a factor of 1.029 can be applied to RR67 saturation flows within LINSIG to account for the presence of MOVA control. However, for robustness this factor has not been applied to the LINSIG model.
- 7.10.25 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.12** whilst the full output is contained within **Appendix 10**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Pilsworth Road (W) Ahead/Left	88.2%	12	114.1 %	94	88.9%	12	117.5%	114
Pilsworth Road (W) Internal Ahead	65.2%	6	70.6%	6	65.3%	6	70.3%	6
Pilsworth Road (W) Internal Right	69.5%	8	90.9%	13	70.6%	8	90.6%	13
M66 Northbound Off- Slip Left	87.5%	13	68.4%	8	93.1%	16	69.4%	8
M66 Northbound Off- Slip Right Ahead	44.1%	5	40.7%	4	44.1%	5	40.7%	4
Pilsworth Road East Left/Ahead	58.1%	4	56.9%	3	58.1%	4	56.9%	3
M66 Southbound Off- Slip Left/Ahead	18.5%	1	6.5%	0	18.5%	1	6.5%	0
M66 Southbound Off- Slip Right	93.9%	10	78.1%	5	97.7%	13	78.7%	5
Pilsworth Road (E) Internal Ahead	83.0%	15	71.2%	10	85.8%	16	71.7%	10
Pilsworth Road (e) Internal Right	19.3%	1	25.9%	1	19.3%	1	25.9%	1

Table 7.12 - Summary of LINSIG Results for the Pilsworth Road/M66 Junction 3 Signal
Controlled Junction – 2027 Base and With Development Flows



- 7.10.26 As can be seen in Table 7.12, the junction is forecast to operate within its theoretical capacity in the Base scenarios apart from on the Pilsworth Road (S) arm in the Weekday PM peak. With the addition of the development flows, there is forecast to minimal increases in the Degree of Saturation and Mean Max Queue.
- 7.10.27 The largest increase in queue is forecast to occur on the Pilsworth Road (S) arm of the junction, which is forecast to increase by 20 vehicles, on all other arms any increase in queuing is forecast to be between 1 and 3 vehicles. The minimal increases in queuing correlate with the minimal increases in traffic at the junction i.e. 2%. As previously stated that this is based on the robust assumptions regarding the proposed Crèche.
- 7.10.28 As previously stated, the junction operates under MOVA control and therefore the signal timings change on cycle-by-cycle basis in response to prevailing traffic flow conditions in order to optimise junction performance. In response to this, additional analysis has been undertaken assuming the cycle time increases to ?? seconds to reflect potential changes in traffic conditions at the junction.
- 7.10.29 The results of this analysis are summarised below in **Table 7.13** whilst the full output is contained within **Appendix 10**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
Pilsworth Road (W) Ahead/Left	82.3%	12	92.8%	18	86.3%	13	95.6%	22
Pilsworth Road (W) Internal Ahead	64.6%	7	65.0%	6	64.7%	7	63.6%	6
Pilsworth Road (W) Internal Right	75.9%	9	87.9%	13	76.8%	9	90.7%	15
M66 Northbound Off-Slip Left	83.1%	13	79.0%	10	85.4%	46	80.3%	11
M66 Northbound Off-Slip Right Ahead	41.9%	5	47.1%	5	40.5%	5	47.1%	5
Pilsworth Road East Left/Ahead	55.5%	4	47.8%	3	58.2%	4	46.9%	3
M66 Southbound Off-Slip Left/Ahead	15.6%	1	6.6%	0	15.6%	1	7.0%	0
M66 Southbound Off-Slip Right	79.0%	7	80.2%	7	82.2%	7	85.6%	7
Pilsworth Road (E) Internal Ahead	81.9%	16	61.2%	11	87.2%	18	61.6%	11
Pilsworth Road (e) Internal Right	19.6%	1	21.5%	1	20.4%	1	21.9%	1

Table 7.13 - Summary of LINSIG Results for the Pilsworth Road/M66 Junction 3 Signal
Controlled Junction – 2027 Base and With Development Flows (



7.10.30 Table 7.13 above, demonstrates that with the amendment to the cycle time, the junction is forecast to operate within its actual capacity in the Base and With Development scenarios with minimal increases in the Degree of Saturation and Mean Max Queues.

7.10.31 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the Pilsworth Road/M66 Junction 3 signal controlled junction even with the robust assumptions contained within the modelling.

Croft Lane/Hollins Lane/Hollins Brow Mini-roundabout Junction

7.10.32 In order to assess the operation of the Croft Lane/Hollins Lane/Hollins Brow mini-roundabout junction, the Junctions 9 program was utilised.

7.10.33 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.14** whilst the full output is contained within **Appendix 11**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Croft Lane	0.91	8	1.18	94	0.91	9	1.21	110
Hollins Lane	1.07	24	0.76	3	1.08	27	0.77	3
Hollins Brow	0.87	6	0.56	1	0.90	8	0.56	1

Table 7.14 - Summary of JUNCTIONS 9 Results for the Croft Lane/Hollins Lane/Hollins Brow Junction – 2027 Base and With Development Flows

- 7.10.34 As can be seen in Table 7.14, the Hollins Lane arm of the junction is forecast to operate in excess of its actual capacity in the Weekday AM peak, whilst the Croft Lane arm is forecast to operate in excess of its actual capacity in the Weekday PM peak. The other arms of the junction are forecast to operate within their actual capacity in both Base scenarios.
- 7.10.35 With the addition of the development traffic in 2027 the RFC on Hollins Lane (AM Peak) and Croft Lane (PM Peak) are forecast to continue to exceed 1.00. On Hollins Lane the queue is forecast to increase by 3 vehicles whilst the queue on the Croft Lane in the PM peak is forecast to increase by 16 vehicles.
- 7.10.36 It is important to note that this assessment is based on the robust assumption that all of the vehicle trips associated with the proposed Crèche will be new to the highway network.

- 7.10.37 In addition, when the RFC exceeds a value of 1.00 Junctions 9 provides results with exaggerated levels of queuing and it must also be noted that this analysis assumes a synthesised assessment profile (ONE HOUR) which is likely to overestimate the levels of queuing and delay as it assumes that the traffic flows at the junction peak during the middle 30 minutes of the peak hour period assessment.
- 7.10.38 As shown in Table 7.6 the proposed development is forecast to result in an increase of between 32-36 two-way trips during the peak periods (2% increase). This equates to around 1 additional vehicle every 2 minutes during the even during the peak periods, therefore, the actual increase in vehicle movements at the junction will be minimal.
- 7.10.39 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the Croft Lane/Hollins Lane/Hollins Brow mini-roundabout junction.

A56 Manchester Road/Hollins Brow Signal Controlled Junction

- 7.10.40 In order to assess the operation of the A56 Manchester Road/Hollins Brow signal controlled junction, the LINSIG 3 program was utilised, with reference has also been made to the agreed model submitted as part of the Park 66 Planning Application (Planning Ref:60998).
- 7.10.41 To ascertain the impacts of the proposed development, assessments have been undertaken using the 2027 Base and 'With Development' Flows. The results of this analysis are summarised below in **Table 7.15** whilst the full output is contained within **Appendix 12**.

Arm	2027 Base Flows				2027 With Development Flows			
	Weekday AM		Weekday PM		Weekday AM		Weekday PM	
	DOS	MMQ	DOS	MMQ	DOS	MMQ	DOS	MMQ
A56 Manchester Road (S) Right/Ahead	88.9	20	92.3	29	93.0	26	93.8	30
Hollins Brow Right/Left	91.0	20	92.9	25	94.3	22	94.0	26
A56 Manchester Road (N) Left/Ahead	93.2	25	74.9	15	93.4	25	76.1	16

**Table 7.15 - Summary of LINSIG Results for the A56 Manchester Road/Hollins Brow Signal
Controlled Junction – 2027 Base and With Development Flows**

- 7.10.42 As can be seen in Table 7.15, the junction is forecast to operate within its theoretical capacity in the Base scenarios. With the addition of the development flows, there is forecast to minimal increases Degree of Saturation and Mean Max Queue.
- 7.10.43 Based on the above it is concluded that the proposed development will have a minimal impact on the operation of the A56 Manchester Road/Hollins Brow signal controlled junction.

7.11 Capacity Assessment Summary

7.11.1 In summary, the capacity assessment undertaken as part of this traffic impact analysis has demonstrated the following:

- The proposed access junction off Pilsworth Road has been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic.
- The junction analysis of the Pilsworth Road/Hollins Brook Way priority controlled junction, which will be improved as part of the proposed development, has demonstrated that the proposed development will have a minimal impact on the operation of the junction.
- The junction analysis of the Pilsworth Road/Pilsworth Way priority controlled junction, which will also be improved as part of the proposed development, has demonstrated that the proposed development will have a minimal impact on the operation of the junction.
- The proposed development will have minimal impact on the operation of the Pilsworth Road/Pilsworth Way priority controlled junction;
- The proposed development will have a minimal impact at the Pilsworth Road/Roach Bank Road/Park 66 roundabout;
- The junction analysis of the Pilsworth Road/M66 Junction 3 signal controlled junction has demonstrated that the proposed development will have a minimal impact on the operation of the junction.
- The proposed development will have a minimal impact at the Croft Lane/Hollins



Lane/Hollins Brow mini-roundabout;

- The proposed development will have a minimal impact at the A56 Manchester Road/Hollins Brow signal controlled junction.

7.11.2 It is therefore concluded that the development proposals will result in a minimal impact and can be accommodated on the local highway network without the requirement for highway improvements.

8 CONCLUSIONS

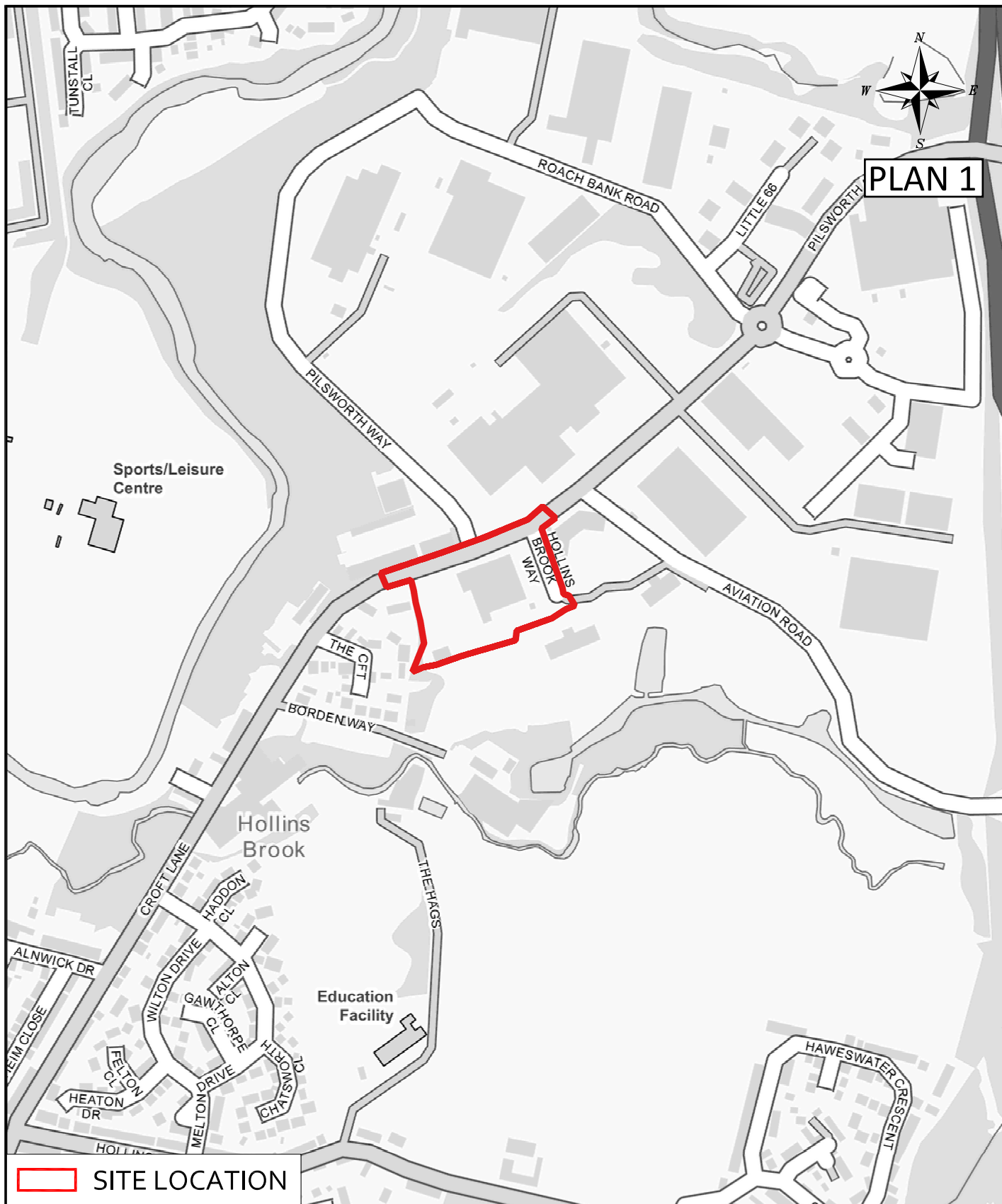
8.1.1 Eddisons have been instructed by JD Fashion PLC to advise on the traffic and transport issues relating to a planning application for the provision of the JD Sports Campus Hub on land off Pilsworth Road in the Pilsworth area of Bury.

8.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by a safe and efficient vehicular access arrangements.
- The proposed development complies with local and national planning policy.
- The site is accessible by foot. The existing infrastructure will provide pedestrian linkages with the surrounding areas of Pilsworth and Hollins.
- The site's location will encourage pedestrian trips for staff between the proposed development and the local residential areas.
- The site is accessible by bus with bus stops located within 400 metres of the site, these services provide access to Bury, Prestwich, Whitefield and North Crumpsall.
- A Framework Travel Plan will be implemented to encourage the use of non-car modes.
- The proposed development will have minimal impact on the operation of the local highway network.

8.1.3 In conclusion, the proposals will provide a sustainable development in transport terms and planning permission should be granted in accordance with the Framework.

PLANS



CLIENT:

JD SPORTS

DRAWING TITLE:

**JD CAMPUS, JD SPORTS, PILSWORTH
SITE LOCATION PLAN**

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

2561-01

REVISION:

-

DRAWN:

HZ

DATE:

16.05.22

CHECKED:

TB

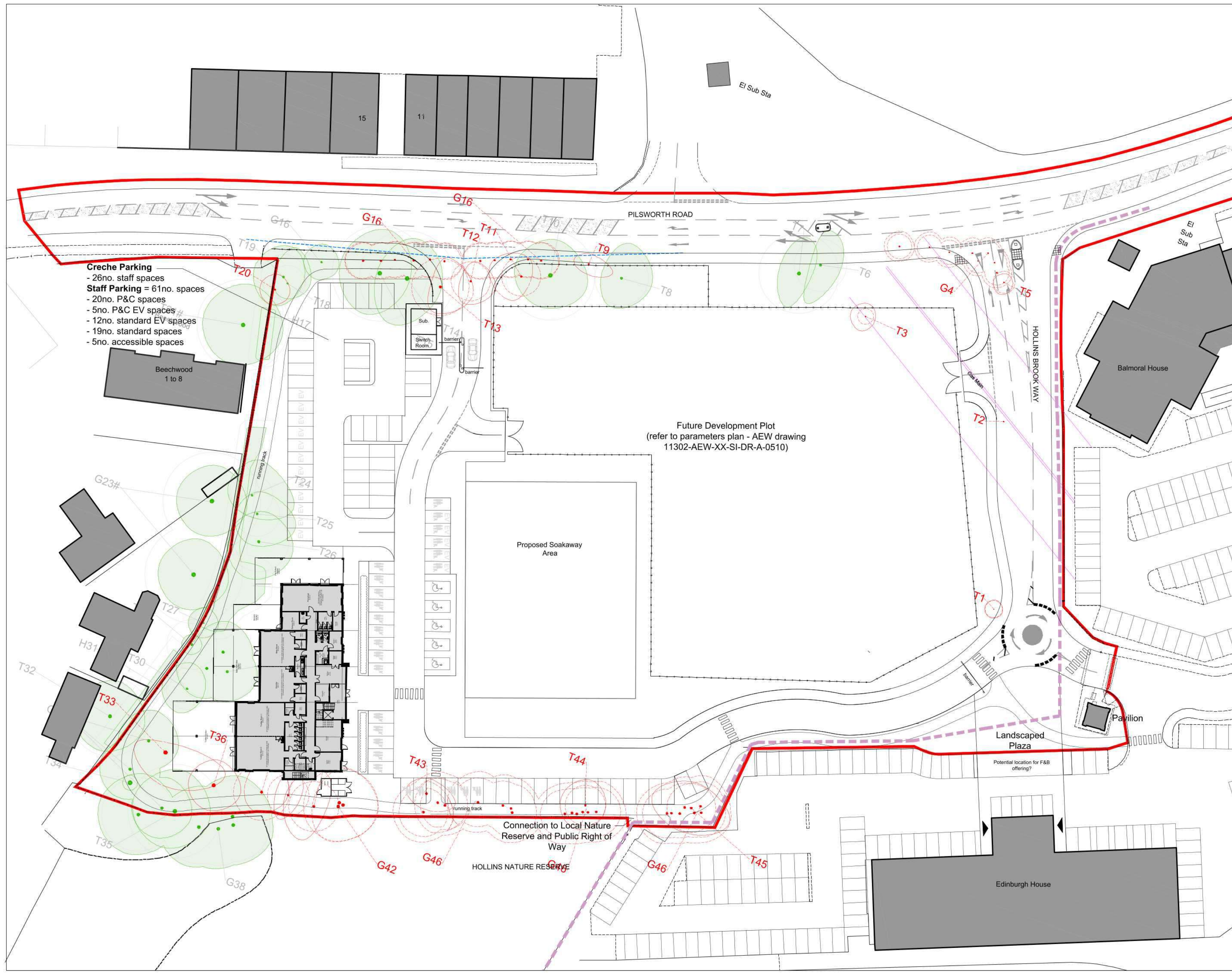
DATE:

16.05.22

SCALES:

NTS @ A4

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NOTES

AEWTP027C

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- Any discrepancies are to be reported to the architect before any work commences.
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CDM 2015

Client notified of duties: 19/01/2022

Principal Designer: David M. Eagle Ltd.

Unless noted below, all known hazards have been highlighted on the drawing:

PLAN 2

0 5 10 15 20 25m

Scale 1:500 @ A2

Key:

Application Boundary

Existing Buildings

Proposed Buildings

Public Right of Way

Gas Main

Existing Trees to be retained

Existing Trees to be removed

P03 26/05/2022 RP PBH

Issued for planning

P02 20/05/2022 RP PBH

Generally updated

P01 27/04/2022 RP PBH

Initial Issue

REV Date Drawn by: Checked by:

Status Purpose of Issue

S2 For Approval

drawing stage Planning

client JD Group

project JD Sports Campus Hub (Former A-Plant Site)

drawing title Proposed Site Plan

date 24/04/2022 drawn RP

scale@A2 1:500 checked PBH

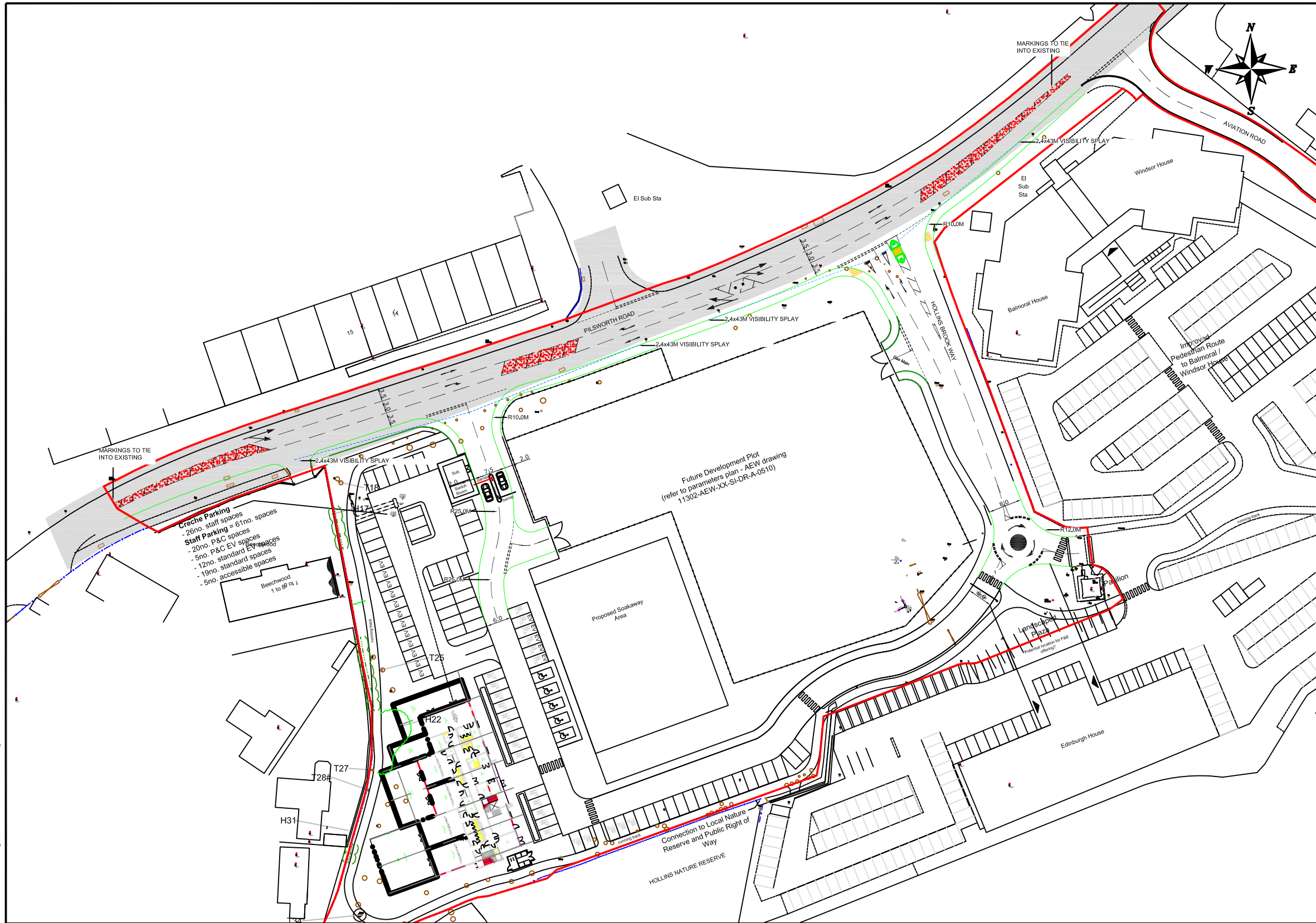
Job No 11302-AEW-XX-SI-DR-A-0504

Rev P03

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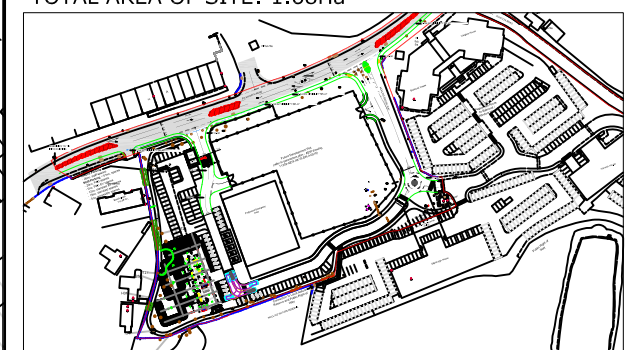
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NOTES
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: BURY COUNCIL
TOTAL AREA OF SITE: 1.68Ha



SITE LAYOUT NTS					
			PLAN 3		
B A	GIRT SHOWN ADDITIONAL IMPROVEMENTS SHOWN		LB LB	MC MC	MAY 22 MAY 22
REV	DETAILS		DRAWN	CHECKED	DATE

CLIENT:
JD SPORTS

PROJECT:
JD CAMPUS, PILSWORTH

DRAWING TITLE:
PROPOSED SITE ACCESS ARRANGEMENT

SCALES:
1:1000 @ A3

DRAWN:	LB	CHECKED:	MC	DATE:	JAN 22
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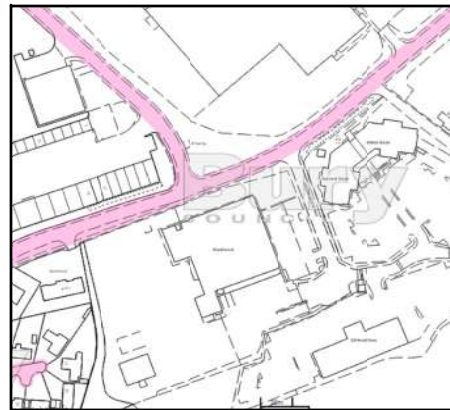
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DRAWING NUMBER:	2561-F03	REVISION:	C
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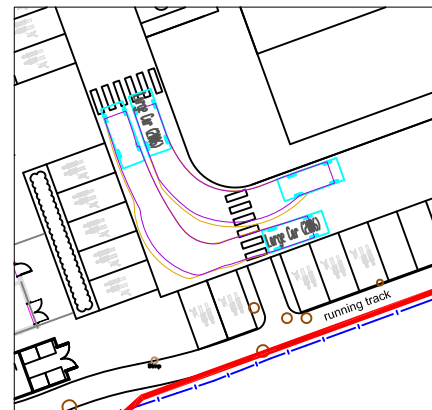
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NORTH SOUTH AERIAL VIEW



ADOPTED HIGHWAY PLAN



SWEPT PATH ANALYSIS - LARGE CAR



Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



A:\Crofts\Projects\2561 JD Campus, JD Sports, Pilsworth\CAD\Croft Drawings\2561-SP03A.dwg



NOTES

Bury Refuse Vehicle	11.850m
Overall Length	11.850m
Overall Width	2.100m
Overall Body Height	3.700m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

JD SPORTS

PROJECT:

JD CAMPUS, JD SPORTS, PILSWORTH

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:1000 @ A3

DRAWN:	HZ	CHECKED:	TB	DATE:	APR 22
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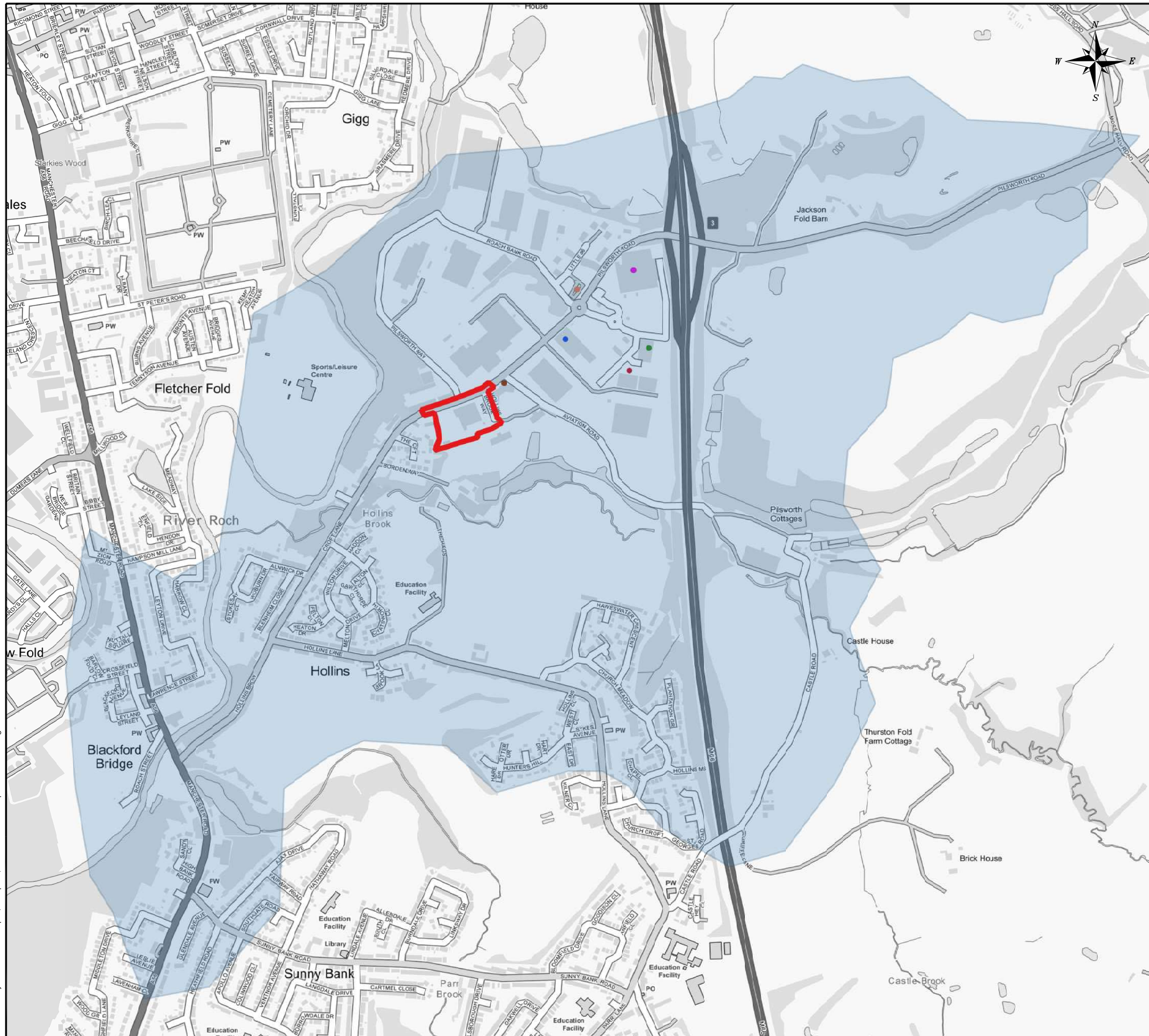
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NOTES

- Site Location
- 2km Pedestrian Catchment
- ASDA
- Costa Coffee
- Home Bargains
- KFC
- Mcdonalds
- Nearest Bus Stop

PLAN 5

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

JD SPORTS

PROJECT:

**JD CAMPUS, JD SPORTS,
PILSWORTH**

DRAWING TITLE:

**2KM PEDESTRIAN CATCHMENT
WITH AMENITIES**

SCALES:

NTS @ A3

DRAWN:	HZ	CHECKED:	TB	DATE:	APR 22
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